Sectt. II-27—36,000—30-10-37.

P W (1939) Department.

JJJ SERIES.

G.O. No. 183

DATED 25-1-1939

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[Despatch Abstract.]

Ports - South Kanara district - Improvements - Petitions - Recorded.

ASST SECRETARY TO GOVERNMENT
A
25 NOV 1938
5710
PUBLIC WORKS DEPARTMENT

MEMORIAL

TO

The Honourable C. Rajagopalachariar,

PREMIER TO THE GOVERNMENT OF MADRAS,

FORT ST. GEORGE, MADRAS.

PRESIDENCY POST OFFICE
29 DEC 1938
MADRAS

HONOURABLE SIR,

At a public Meeting of the merchants and residents of South Kanara convened by the South Kanara Passengers and Goods Traffic Association, held at Felix Pai Bazaar in Mangalore Town on the 17th of September 1938, under the Chairmanship of Sri B. V. Baliga, M. L. A., Chairman of the Mangalore Municipality, it was resolved to present a Memorial to the Government of Madras through yourself as Premier requesting the Government to develop the minor Ports of this District in particular, and for this purpose the Minor Ports Fund now accumulated be utilised, and the same be not diverted as contemplated at the last Session of the Madras Legislative Assembly, and the Bill brought for this purpose be dropped.

2. In pressing before you these grievances from the South Kanara public and the Mercantile Community in particular, the meeting begs to bring to the kind notice of the Government in this Memorial, and the resolutions brought forward at the meeting, and given as an enclosure with this Memorial, the many hard-ships undergone by them owing to the ports of this District being neglected, ever since the very commencement of the rule by the East India Company, particularly since the last 50 years, so that you may be graciously pleased to do the justice so long denied to them.

3. In this matter, the Meeting respectfully urges that the Government ought not to delay the taking up of the question of the improvement of the Minor Ports, particularly the ports of this District, as the inhabitants have been feeling that they cannot get an adequate return for their labour, without the development of commerce, which has been going down owing to the ports of this District being silted up year after year, rendering the passage of large vessels, more and more difficult with each year.

4. It is an admitted fact, that the ports of Kanara (North and South, were one district till 1862) have played the leading part in the commerce of India from pre-historic times, till the construction of the Railway in Karnatak, by the S. M. Railway and the Mysore State, and traffic was diverted to distant ports, neglecting at the same time, the roads which used to lead the traffic to Kanara's ports. Whatever commerce that did exist with the Western countries of Europe, Africa and Asia passed, in the main through these ports. It was through these ports again, that the Kings of India got the Military supplies like horses for their cavalry, guns and other supplies. It was the ports of Kanara that furnished the best safe natural harbours, as well the docks and arsenals for the mercantile Vessels and Navies of these Kings. It was the teak and sri-honne, and other timbers that furnished for ages, the timbers for building their vessels, (so much so) as to rouse the avarice of the

East India Company which led ultimately to the confiscation of private property in the Forests of Kanara, so ably set forth by Honourable W. Robinson, Ist Member of the Board of Revenue, in his Memorandum incorporated in No. 1222. Proceedings of the Board of Revenue, dated 21st March 1871, Madras.

5. Not only was the confiscation of property effected, but to make the despoliation of the people complete, and render their miserable condition so very harrowing as to drown the power even to cry out and express loudly their woes, the little commerce left to them was ruthlessly diverted, and the ports made to decay. To make their misery more complete, the very confiscated Forests were utilised in a ruthless manner so as to be a source of scourage to the original proprietors, which have caused memorials after memorials to be sent from both Kanaras, "but to no purpose, to the respective Governments". To add to this, the highest incidence in the matter of Land Tax, more than double the Presidency averages for both these districts, have been imposed from the very commencement of the rule of the East India Company, and subsequent assessments have been based on the extremely wrong basis. All these matters will have been before you already as the Memorial was sent to the Honourable Revenue Minister before the month of August last year.

6. The result of this persisting policy has been, that Kanara ports have been dwindling down to petty villages, and they go on decaying so as to allow the forests to grow at the expense of "Man". North Kanara has virtually become a "New Forest", and this invasion has spread to the North of South Kanara, also. Malpe, Hangarkatta, Gangolly, Bhatkal, have dwindled down to petty villages. Other towns like Kumta, Karwar, Honavar and Moolky are also dwindling down. For example, word "Kumta cotton" is still associated with the Karnataka cotton, though not a single pound finds its way out of that port. Mangalore and Karwar would have further declined, but for the accident that the former has got the new traffic in coffee and tiles, a subsequent growth, and the latter is still the district head quarters. Yet attempts are being made to divert the remaining commerce to other ports.

7. To the same deliberate ruinous, policy can be ascribed the refusal to connect Mysore with any port by Railway, so as to benefit the vested interest of a few. To this policy again can be traced the refusal to connect S. M. Railway to any port in North Kanara, with disastrous consequences, to both Kanaras. At the same time, it cannot be forgotten that Kanaras' ports still are the best natural harbours in India, besides being the nearest ports to Aden, Suez and thence to Europe. With the destruction of the ports of Kanaras, the decline of the prosperity of Karnataka also began, and is hastening rapidly down with each year.

8. It was for the sake of retaining its old commerce which was in danger of annihilation, that the people of this district have been praying for Railway connection with Mysore for the past 50 years. With the same object petitions were forwarded for connecting a port in North Kanara with the S. M. Railway in Dharwar District. The latter has been refused, and for the former the extension of the coastal line from Calicut to Mangalore, was sanctioned as a coast defence line. This extension has not been economically beneficial at all for Kanara. It has resulted in killing the little traffic by sea still left for the ports, South of Mangalore. This, with no expenditure of any money for keeping the

bars of the several rivers open, has resulted in the almost closure of all trade by sea into these ports. With that, the fierce competition started with advent of the extension of the coastal railway has completed their destruction. In spite of the support by the Government, the entire trade by railway to Mangalore does not exceed 15% of the entire trade by other routes.

9. Nor is the fate of Mangalore, or other ports North of it any way better. No money worth the name has been spent for the port of Mangalore. Big brigs and small steamers of 500 tons, which used to enter the port formerly cannot enter the ports now. Only small boats of less than 60 tons can touch the landing pier, . which is even gets blocked up. The small dredger lately got has not appreciably begun to work, and is quite inadequate for the necessities of the port. At least more dredgers with a total capacity of 4 times the present dredger appear to be necessary, if the port is to retain its commerce, and get back that which it had in the past. No money has been spent for the other ports. If any has been spent, the labour has been washed away, being inadequate for the ports. The once big port of Gangolly which was used by Tippu for his navies cannot receive even big boats carrying 20 passengers across the ferry. Hungarkatta which was the port for the royal house, which ruled Kanara for several centuries is practically gone. Even the little trade with Mysore has been diverted. Even the biggest like Mangalore must share the same fate, which has overtaken the ports of North Kanara already, if the Government does not come to the rescue.

10. In this connection, it will not be out of place to mention the fate of the roads which have been for centuries the open door for the commerce of India to the Western countries. Only for two roads out of 6 that lead from Kanara to Mysore, is any money worth the name expended. With the coming of the motor vehicle, which has come to stay in Kanara compensating in some way the want of Railway communication to Karnataka, the need has become all the more urgent. Only by 3 roads can commercial vehicles approach Kanara, Charmadi, Shiradi, and Coorg Ghaut. Agumbe which would have connected the Shimoga District with Malpe cannot allow the passage of motor vehicles of more than 3/4 ton. A recurring grant of 5 lakhs every year in addition to that now spent on it, can make the routes accessible for all vehicles. Considering the fact that the Government has not spent any money for any major work like irrigation, this sum out of the general revenue is not high. At the same time it must be remembered that Kanara has been paying by way of land and excise, more than 20 lakhs without adequate return, than the legitimate incidence or the Presidency average scale for the past century or more.

11. This differential treatment has affected the entire population in their economic prosperity, to an extent unknown to the outside world. To quote an instance and as a measure of proof, may be given the single instance of land tax since the occupation of Kanara. The district of Salem which was conquered along with the present 2 Kanaras had a land tax for a slightly bigger area, only a land tax of under 1,40,000/- pagodas as against 4.65,000/- pagodas for Kanaras. This tax has served as a basis for all subsequent assessments, with the result that Kanara without water tax, pays a 100% higher tax than the corresponding area with the same fertility outside in the Presidency. The excise revenue is about one rupee per head.

12. It is therefore felt by all classes that Government is not justified in diverting the fund collected in trust and accumulated only by

neglecting to use the same for the purpose for which it was collected, when other sources than direct taxation can be availed for relief of the tax payer, such as by exploiting the forests, which have not been contributing anything more than meeting the cost administration of that department. There has been no scientific exploitation of the forests, but only conservation, without making sufficient use of them, as by cutting and replanting. The whole policy of the Forests Administration has been exposed many a time in the several memorials already sent from this district, showing that forests are made to grow at the expense of cultivated area, and villages in the eastern parts are reverting to the forests, with decline in population.

13 It is therefore very respectfully urged that you will be graciously pleased to direct an immediate survey of the ports of this district with a view to develop them immediately out of the fund created for the minor ports, with such supplemental grants from the general revenue as may be necessary for the working out the improvements, so as to, once more restore the old traffic, for which these ports have been famous from ages, as well better the condition of the 6 roads leading from Mysore to Kanara so that all of them might be fit for Motor-traffic.

14. In this connection, it is respectfully brought to the notice of Government, that without this necessary improvement in the matter of the ports, and the roads leading to these ports, the payment of land tax will become a problem every year till the whole of this district will revert to primeval forest as has been done to the extent of more than 1/3 of the cultivation area in the Northern part of the old Kanara under the similar blundering policy of the Government of Bombay (within 20 years). It is therefore respectfully prayed that the same ruthless policy, may not be in the matter of this district as already in the matter of the North-most of Kundapur Taluk, and parts of the Eastern Taluks of Karkal and Puttur, the villages adjoining the Western Ghauts have already become a jungle once again. It is being felt by all classes that the fact of this district being more than 500 miles by rail, has led to this district being neglected in every respect. It is therefore respectfully prayed that the grievances regarding the port matters sent in this Memorial and others sent out from this district will meet immediate attention, and be redressed through you, and you will kindly recommend to Government accordingly for which act of justice, we shall remain your grateful citizens.

B. M. D'Souza, PRESIDENT, S. K. Passengers, Goods Traffic Association

M. Shankaranarayana Rao,
M. N. Chouta, } *Hon. Secretaries*

B. Venkatarao Baliga,
B. A., B. L., M. L. A.
Chairman of the meeting.

17-9-1938
M. Shankaranarayana Rao
M. N. Chouta. Hony. Secretaries

RASHTRA BANDHU PRESS, MANGALORE

5

Canara Ports' Development Meeting

PORT OFFICE MANGALORE 18 DEC 1938

RESOLUTION I Moved by Sri M., Shankernaraina Rao, B. A., B.L., Hony. Secretary, Kanara Passengers & Goods Traffic Association.
Seconded by Mr. F. P. S. Albuquerque, Tile Manufacturer, Merchant & Landholder, Mangalore.

That the public of South Kanara in meeting assembled are deeply concerned at the introduction of a bill at the last session of the Madras Legislative Assembly for diverting the sum of 55 lakhs out of the Fund of 60 lakhs from the minor Port Trust Fund as the same is highly detrimental to the interests of the people of this district particularly, the Agricultural, Industrial, and Commercial people of the Presidency in General, by stifling trade particularly by retarding Steamer Communications to the ports of the coastal districts particularly this district which are nearer to Western Countries than any other port in India.

RESOLUTION II Moved by Sri B. Vaikunta Baliga, B. A., B L., Member, District Board, South Kanara.
Seconded by Sri Kandige Malinga Bhatta, Land-holder.

That the Ports of Kanara which were in a comparatively high state of prosperity from pre-historic times down to the beginning of last century have sadly declined by diversion of trade to other ports due to the utter neglect of the improvements of these ports. No serious attempt has been made to improve such as by dredging in spite of the fact that many of them are splendid natural harbours and are more favourably situated, with the result that the Kanara ports are fast dwindling down to petty villages. This meeting therefore urges on Government to utilise a substantial part of this Fund for the dredging and developing of these ports, the more so as Government has not spent any amount for the execution of any major work of public utility in this district during the last century and half.

RESOLUTION III Moved by Sri P. H. Rao, Proprietor, Rao & Rao. Motor Dealer.
Seconded by Sri F. X. D. Pinto, Tile Manufacturer, Mangalore.

That this Meeting urges on the District Board of South Kanara and the Government of Madras to broaden and improve the road surface of the approach roads from the interior districts to each of these ports and move the authorities of the districts concerned to make similar improvements with regard to the connected roads.

RESOLUTION IV Moved by Sri Sujir Nagappa Naika, Merchant.
Seconded by Sri Konchadi Keshava Shenoi, Merchant, Mangalore.

That the public of this district pray that the Government of Madras be pleased to depute any responsible officer or Committee to enquire, verify and redress the above grievances immediately.

RESOLUTION V Moved by Mr. R. B. C. D. Andrade, Municipal Councillor, Tile Merchant.
Seconded by Mr. A. M. Jeramiah, Coffee Planter and Merchant.

That copies of these resolutions with a memorial be sent to the Government of Madras; Government of India; The District Board, South Kanara; to the representatives of this district in the Legislatures; the Presidency Port Officer and the Press.

True copy. all resolutions passed unanimously

MANGALORE,
17th September, 1938.

B. Venkatarao Baliga,
Chairman of the Meeting.

M. Shankaranarayana Rao. Hony. Secretary.

RASHTRA BANDHU PRESS, MANGALORE

6

To

The Hon'ble Mr. Yakub Hussain Saheb Bahadur,
Minister for Public Works, Government
of Madras.

ASST SECRETARY TO GOVERNMENT
A
26 NOV 1938
5758
PUBLIC WORKS DEPARTMENT

Humble Representation of the Residents of
Kasaragod Taluk.

Sir,

We beg to bring to your notice the following facts and request that they may be kindly attended to as early as possible and our long standing grievances redressed during your regime at least.

1. There are three minor ports in our Taluk viz., Kasaragod, Kumbla and Mangeshwar - and coastal sailing vessels such as Monges and Patemars were entering the bars of these ports and helping the trade and prosperity of the country around.

2. Of these, Kasaragod is the most important port in which even big Koteas of Bombay, Karachi and Basra were entering.

4. But as they have been neglected by Government for a long time and owing to the wrong and harmful action of the landholders possessing lands on the sides of the respective river which werd formerly navigable to a certain distance, they have now become silted up and it is only the Kasaragod port that is now made use of by only the smaller sailing vessels.

The rivers joining the respective bars also having become innagivable, up-country river traffic and the supply of cargo to the vessels ~~etc~~ by this means have stopped. Therefore trade has suffered to a great extent.

Another thing which requires special notice is the questions of roads and bridges. Our Taluk has been some-how or other neglected in these respects for a long time. This will be evident by a mere glance at the map of South Kanara District.

Recognising this fact Government itself had called from the District Board for an estimate for constructing over the Tekkil river a bridge nearly six years ago. As the estimate was not ready for over three years, it was not included in the seven years plan of the Government. Even among the works included in the plan in South Kanara, it is only a small portion that is in the Kasaragod Taluk and that two is to be taken up after the works in other Taluks are over.

We pray therefore that all these facts may be taken into consideration and necessary action may be taken as early as possible.

For which action of justice and mercy, we shall, as in duty bound, ever pray.

We beg to be

Sir,

Your most obedient servants.

K. Narayana Nayak.
President Taluk Congress Committee.

James D'Souza
President. Taluk Committee

[illegible]

SECRETARY TO GOVERNMENT
26 NOV 1938
A 5159
PUBLIC WORKS DEPARTMENT

To

The Hon'ble Yakub Hassan Sait,

MINISTER FOR PUBLIC WORKS,

Government of Madras.

Sir,

The Municipal Council, Udipi, accords you a hearty welcome on the occasion of your first visit to this town. We venture to avail of this opportunity for making one or two requests to you The development of this Municipality is so intimately connected with the matter covered by these requests that we do not hesitate to make them.

The Minor Ports Bill now awaiting Legislative sanction is one that should not have been introduced. We have of course our eyes, three miles off on Malpe. It is a safe port commanding fair passenger traffic and all imports and exports from Udipi pass through this port. Yet it is in a neglected condition The port fund collected all these long years has not been spent in developing the port and in giving reasonable facilities for traffic, with the result that funds have accumulated And it is now sought to utilise these accumulated trust money, miscalled savings, on objects foreign to the trust! This, we submit is hardly justifiable and we lodge our emphatic protest against the course. The Kalmady bridge near Malpe port is unfit for heavy traffic and it ought to be improved in the interest of free traffic.

Railway communication is unknown to South Kanara except for a short distance of sixty miles on the coast. Motor traffic has therefore come to stay in our district. Unbridged rivers have proved to be a great obstruction to the free flow of traffic. We request you, Sir, to take up the question of bridging the rivers, the ones along the coast. The Udipi-Agumbe marketing road needs considerable repairs, and the portion of it on the Ghat section is in a very bad condition and needs immediate attention The rivers on the way require to be bridged. We are anxious that this road which is the shortest route from Mysore State to Malpe, the nearest Madras Port, should be kept in fit and proper condition. We request you to use your good influence and persuade the authorities of the Mysore State to do their bit in the matter.

In conclusion we wish you many more years of service to the country.

Municipal Office, Udipi.
Dated 19th November, 1938.

CHAIRMAN & MEMBERS OF THE MUNICIPAL COUNCIL, UDIPI.

Prabhakara Press, Udipi.

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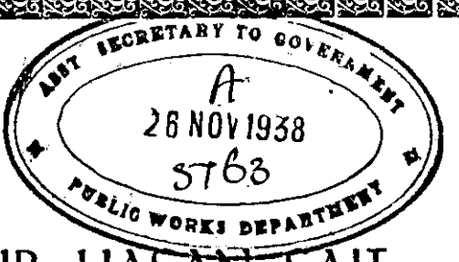


MEMORIAL

To

THE HON'BLE MR. YAKUB HASAN SAIT

Minister for Public Works,
Government of Madras.

Hon'ble Sir,

At a meeting of the public of Udipi interested in trade and commerce, held on the 16th instant, it was resolved to present a Memorial to you, requesting you particularly to improve the Malpe Port and make the Agumbe-Someshwar-Udipi Road a Trunk Road.

As you are aware, the merchants and others in our District (including those of this part) have already presented a Memorial to your Government through the Prime Minister, wherein a strong case has been made to utilise the Minor Ports Fund now accumulated to develop the Minor Ports in this District. We do not want to repeat what has been said in that Memorial, but will, here, confine ourselves to the improvement of Malpe Port and Agumbe-Someshwar-Udipi Road.

Till a few years ago, Udipi was a centre of considerable trade in Forest and other Malnad produce. But with the advent of the motor lorries, all this trade has been diverted to other places as the lorries carrying merchandise cannot pass the Agumbe-Someshwar-Udipi Road. Hence we request you to make it a Trunk Road so that we may regain our lost trade to the betterment of all. Further, as Malpe is the nearest Port to Mysore, there is every probability of our getting more trade from Mysore side, if this road is made a Trunk Road.

Several times in the last few months, steamers plying on this coast could not land passengers and goods from Karwar to Mangalore, but Malpe Port came to the rescue. Hence the importance of Malpe Port on this coast cannot be gainsaid. Although in Malpe we have a natural harbour, its full benefits and advantages could not be had for want of proper development. This Port can be developed to such an extent as to accomodate even ocean-going steamers, thereby paving way for continental trade. Among all minor ports on this coast, Malpe will be the least expensive to develop. So we request you to develop the Malpe Port, which will attract more trade from Mysore side.

If these improvements are carried out, you would be improving the trade and economic condition of the people of this District to a great extent for which we and our posterity will be grateful.

We hope that the present popular Government will give their kind consideration to the above requests and redress our grievances as early as possible.

UDIPI,
19th November, 1938.

Velji Kalyanji
President.

PRABHAKARA PRESS UDIPI.

SECRET TO GOVERNMENT
A
28 NOV 1938
5760
PUBLIC WORKS DEPARTMENT

Janab Yakub Hassan,
The Hon'ble Minister for Public Works,
Government of Madras.

Showeth,

That Malpe has been endowed lavishly by Dame Nature in providing a safe and commodious harbour with natural and impregnable protection for sailing craft of the heaviest tonnage against devastating gales and cyclones. The bar is fed by a river and a stream which take their rise below the Western Ghats. There is therefore no danger from accumulation of silt within harbour limits; nor any from deceptive and destructive currents and cross currents.

While Karachi and Bombay serve the Northern parts of the West Coast, and Cochin and Colombo the Southern, the entire area of intervening (~~the~~) coast land with the richest untapped parts of Mysore behind it, is in a neglected condition. Its vast Industrial and Commercial potentialities have not at all been considered. The large Export and Import trade of Mysore is forced to seek devious and tortuous routes for lack of a nearby sea outlet. The development of Malpe Harbour will open up Mysore frontier and shrewd Mysore will not be slow to link up with South Kanara by extension of Railway.

Mangalore and Gongolli, our neighbours, are singularly unfortunate in having inordinately long and wide rivers taking their rise in the interior of Western Ghats. Enormous quantities of Silt are therefore washed down these rivers blocking up the rivers and the Bars, rendering a navigation impossible even for Ships of small tonnage. Dredging operations have been long tried but have failed to combat the silt menace. That experiment is not worth repeating either at Mangalore or at Gongolli. The only Port therefore which is capable of being developed with sure chances of immediate return and vast possibilities of large profits in the future, is Malpe.

It will also be seen that Malpe is on the direct line to Aden. With the trade of Mysore diverted this way, our imagination staggers at the contemplation of prospects for the future,

(Sept 21)

Malpe will no doubt prove more than a Karachi.

We agree with the Coondapoor Congress Committee in their suggestion of the Tekkatte-Manur Canal. We would urge its extension from Tonse West to Malpe to connect Coondapoor and Malpe by a combined canal and river trade route. The cost will be within limit. Any way, it is worth close investigation.

We trust you have made a correct estimate of the possiblities of Malpe as a harbour of the future and you will convey to your colleagues ~~for~~ our appeal for consideration of the claims of Malpe.

The Memorialists beg to subscribe themselves as

Your most obedient servants,
The Members of the Malpe Centre Congress Committee.

M A L P E.
19th, November 1938.

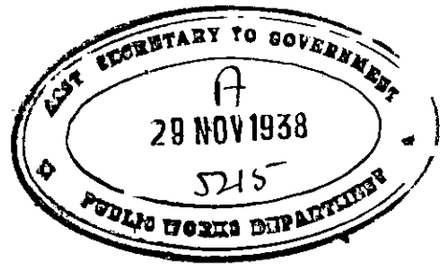
President,
For the Malpe Centre Congress Committee

Sempw 7/12 414/M.P.25
26/11/38.

Mangalore
18th November 1938

From

M. Shankernarayana Rao B.A B L.
and M.N. Chowta B.A.B.L
Hony Secretaries, Kanara Passengers
and Goods Traffic Association



To

Hon'ble Mr Yakub Hussain

Minister for Public Works and Ports

Government of Madras, Fort. St George

Honourable Sir,

In furtherence of our memorial to the Primier a copy of which has been handed over to you personally, and by post, requesting that the Bill brought to divert the Fund of the Minor Ports for general revenue, and praying for the improvement of the ports of this District and Mangalore, Malpe to begin with, we submit the following points in elucidation of our pra-yers therein.

2 We urge that the back-waters formed by the river Netravati, and Gurpur, and the wide river Gangooly, the protected sea at Malp-e if dredged and de-veloped with docks and landing and ship-ing conveniences are sufficiently favourable for being coverted into major, all year round p-orts as at Ernaculam We further urge that the lead to these ports being less than half to any other port from the Kanarese districts, and being nearer to Aden by about a days journey are fit to be developed immediately for the various reasons given in the printed memorial. The following improvements for being undertaken are suggested to you therefore, and we enclose for your co-ordinate action with the Minsiter for Local-self-government a copy of the memorial we have submitted to him, as the roads and ports are intimately connected, and the development of both should be taken simultaneously

3 For all ports in general the following suggestions are put before you:-

1 That all the rivers be dredged especially atthe mouths so as to admit brigs and steamers. also the sea side at Malpe the silt obtained with the mud if convenient may be used for reclaim-ation to provide landing and ship-ing spaces. with protected passnger and Goods Sheds for all weather or open spaces leased out

2 That a permanent sea going dredger with small dredgers like the one at Mangalore be bought out of the Minor Port Fund to be utilized exclusively during the fair season for Kanara Ports and used for the East Coast ports during the S.W Monsoon

3 Taht docks for rep air or building of vessals be built for the Canara Ports at Mangalore with steam launches now at least at 3 ports for conveyance of pass-engers especially 3rd class who are loaded like cargo into cargo-boats These can be used also for ferrying passengers or for rescue work or piloting fishing vessels or brigs when wanted.

4 That the necessary capital expenditure be spread over a period of 5 to 10 years until the whole scheme is fully worked out .We be-lieve that Commerce will more than double itself and saving in the present charges for frieght to and from Karnatak and Mysore will pay itself even up-to a crore of capital expendit ure. A small recurring grant for runing of dredgers in the initial stages will be necessary.

Mangalore prort as also Malpe sea side may require to be-dredged upto 30 feet at the mouth of Netravati The reclaimation should be done to a width of 3 chains & a length from Vartaka vilas to Sultans Battery on the North and to the Railway bridge to the South At Malpe the sea side for about 5000 feet will have to be-filled and a sea wall like that Madras put up .between rocks.

Landing stages built for fisheries all thro ugh with cove r ed accomodation and sand spits all t hrough should be leased on easy terms.

18. 11. 1938.

M. Shankaranarayana Rao Hony Secy.

Encl. Copy of Memorial to Hon'ble B. Gopala Reddi.

57 14

Mangalore
19- 11- 1938

From

M. Shankernarayan Rao, B.A.B.L
M.N. Chowta B.A. B.L
Hony Secretaries Kanara Passengers
and Goods Traffic Association

To

Hon'ble Mr B. Gopal Reddi

Minister in charge of Local Self Government of Madras,

Fort St George , Madras.

Honourable S ir,

In furtherence of the Memorial submitted to the Premier Government of Madras a copy of which is now enclosed , for droping the Bill brought in the Legislative Assembly for diverting the amount standing to the credit of the Minor Ports Fund, for appropriation to the General Reve-nue, the following points regarding the road devolope ment are presented to you here-under in further elucidation of our prayers mentioned therein.

In the memorial we have stated at length the important asp-ects of the road development and their intimate connection to the Ports, and that the development of both have to be done simultaneously. For this purpose besides A-16 to Mercara, and A-22 road to Charmady Frontier the following roads now classed as 2nd class will have to be brought to the standard of Ist class Trunk-roads, as they bring in traffic from Mysore and Kanarese districts to the Ports of Kanara. These are Manjarabad Ghaut Road No 2, Manga-lore Agumbe Road no 5, Udipi- Hebri -Agumbe (13,14), Hosangadi Ghaut Road 18 , Nagodi Ghaut Road No 21, It is believed by all that to make the ghaut traffic ppaying and be a faif and good substitute for the railway, the maximum load laden gross weight be 6 tons , the same as that of the steam-roller plying for repair on these roads . These will reduce the fri-eght charges to the minimum possible with safety and uti-lity also, and make commerce rpay its way .

4/10 15

3 Unfortumately the roads of this District have been neglected to such an extant, that they have not been kept pace with the times, so that the bridges built in pre-motor days, and never strengthened to keep pace with the heavier vehicles have given way, as also the culverts and in other places are too weak, with the result that the District Board Engineer has without being placed in a position of undoing the injury from weak bridges, has been forced to issue a notice suddenly reducing the laden weight of the motor vehicles. The net result of the new rule is to make the plying of motor vehicles not paying, a greater proportion of vehicles have ceased to ply and the Port of Mangalore will have its trade diverted to other places. A memorial against the issue of the new rule, without trying to put the matter right; has been we learn sent by the Association of Coffee and Produce merchants in the course of this week to the District Board, and a copy to you.

4 In this matter we respectfully urge that the Government do come to the immediate rescue of the District Board South Kanara and grant urgently a grant sufficient to put all the bridges and culverts into a state of repair, build such of them as have given way anew. A list of these is appended herein as a schedule. We further request that besides the grant of the sum required as capital expenditure which may amount to at least 10 lacs, an annual recurring grant of at least 3 lacs be also granted for keeping the roads into a fit condition as Ist Class roads. Considering that Canara has been recieving in the past so little as contrasted with Malabar, and want of sufficient Railway communication it is felt here that our request is very moderate. A list of the roads and culverts and probable expenditure is given belowas a schedule. A copy of the supplimental memorial submitted to the Hon'ble Minister P.W.D is also enclosed for co-ordinate action as the roads and Ports developement are intimately connected.

M. Shankaranarayana Rao Hny Secy.

5/Ben

16

Pur(Kar)

Pur no 5110 dt 38-2 dt 15 12 38

Sanc Rama Dr. Post-
mortem. Echhin

pp 1-15 of

Referred to the PPO
for early remarks in continuation
of his om no 4725-A/38 dt 23.11.38
5438

P 334
dt

Posted on 17/12.

the PPO

with copies of

(pp 1-15 of Echhin
Telegrams
enclosures)

Ben

dt 17

(1)

1,002—27-11-35.

A

Received 269 193 . *Registered* 193 .

Subject.

South Kanara District - Ports - Improvements - Petitions.

ENCLOSURES.
No.
Spare copies

No. 2180 G1/38-3 *Madras, dated* 12th January 1939.

From (Name) Commander G.M. Osborne-Smith, R.I.N.,
Presidency Port Officer, Madras,

To The Secretary to the Government of Madras,
Public Works (Marine) Department.

Sir,

Govt. Endt. No. 5110 A/38-2, dated 15-12-1938.

I have the honour to submit the following remarks with reference to clauses of the petitions relating to improvements to ports:-

Petitions from the following bodies and individuals:-

South Kanara Passengers and Goods Traffic Association.

Petitioning for improvements to the ports of Mangalore, Malpe, Hangarkotta and Gangolli, vide paras 6 & 9.

Estimate for immediate and necessary improvements for the port of (1) Mangalore were submitted in my letter No.2180 G1/38-2, dated 31-10-38.

Saved in So 61 of 1939

file circulated to HPM on 11-1-39

Report from the PWD awaited.

(2) Malpe were submitted in my letter No.1818 G1/38-4 dated 15-10-38

(3) Hangakotta do. No.3488 A, dated 19-10-38.

(4) Gangolli do. No.2180 G1/38-2, dated 31-10-38.

and survey of ports vide para 16.

13 of the note

Unless it is the intention of Government to carry out extensive improvements to these ports costing many lakhs the surveying of them at a minimum inclusive cost of Rs.20,000/- would serve no useful purpose.

Kanara Ports Development Meeting. pg 5 ante -

Petitioning for improvements to ports in the Kanara District.

Estimates for necessary improvements have been submitted to Government as stated above.

Petitioners	Remarks.
Chairman and Members of the Municipal Council, Udipi, and Public Meeting at Udipi of those interested in Trade and Commerce. pp 8-9 of	The lines of improvements mentioned in the petitions are similar to those suggested by Messrs. Sir John Wolfe Barry, Lyster & partners in their report to Government dated 28-2-1920 at a minimum cost of Rs.106 lakhs with an annual recurring expenditure of Rs.8,84,000/-. Under present conditions such proposals with the necessary extension of railways, roads, etc. must be considered as visionary.
For improvements to Malpe.	

re the paras 2 & 3 on H 31 32 of So no 123 Secl (Mem) Dept 2 36 (D)

Sri

~~2.~~

Sri M. Shankernarayana Rao, B.A., B.L. and Sri M.N. Chowta, B.A., B.L. 1612-13 Bank

For dredging the backwaters of the Netravati, Gurpur, and Gangolli, and to develop with docks, etc.

A new suction dredger has already been purchased for dredging channels in the Netravati and Gurpur. The dredging of the backwaters and that at Gangolli would only be possible with one or two sea going dredgers.

1667 Bank Residents of Kasaragod Taluk.

Stating that the ports of Kasaragod, Kumbla and Mangeshwar have deteriorated on account of the rivers silting up caused by cultivation along the banks.

Present conditions do not justify the development of these ports, and to meet the requirements of the petitioners, presumably large tracts of agricultural lands would have to be acquired, the necessary revenue could not be expected from these ports. Petitioners in general fail to realize that exports are not elastic, but if so, there are only within narrow limits and an increase at one port must result in a reduction at another within the same District.

I have the honour to be,
Sir,
Your most obedient servant,

Commander, R.I.N.,
Presidency Port Officer.

5.7.38 / 38

Subj Pors- South Kanara Dt PWT(Mar)

From the Merchants & residents of Subrahmanya & 11.38

From the residents of Kasargod Tq } South Kanara Dt & 12

From the HC connec Udipi & 19.11.38

From the public of Udipi & 19.11.38

From the Kalpe Cause Congress Committee dated 19.11.38 }

From the Kanara passengers and Goods Traffic association dated 19.11.38

The requests made in petitions are :—

(1) Improvements to the ports of Kasargod Kumbla, and Mangeshwar;

(2) Construction of roads and bridges in the Kasargod Taluk;

(3) Development of Kalpe by constructing roads and bridges where necessary (eg. repairs to Kalmady bridge and to Udipi - Agumbe road)

(4) Extension of Tekkatte - Manur Canal to Kalpe to Connect Coondapoor and Malpe

(5) Dredging of all the mouths and of the Sea side at Kalpe, the silt being used for reclamation to provide landing and shipping Spaces with protected passenger and goods Shed.

(6) Purchase of a Sea going Dredger for all the various ports on the East + West Coasts,

1.P 1-15

1.P 1-15 4

(i) Construction of docks and provision of launches for conveyance of personnel for rescue work and for pilotage visiting vessels etc

(ii) Dredging the sea shore near the port Mangalore and provision of landing stages and sand spits

(iii) Repairs to roads, culverts, bridges etc.

PP 1-75 Q

2 The PPO has already submitted estimates amounting to Rs 29 lakhs for improvements to the port of Mangalore (Reconstruction and extension of rock and brick walls) and estimates amounting to Rs 18,500, Rs 26,200, and Rs 30,000 for improvements to Malpe, Hangarkatta and Gangoli respectively. These are under consideration and further reports have been called for. Recently an estimate amounting to Rs 4 lakhs has also been proposed by the PPO for the purchase of a sea going dredger for minor ports. A further report is being called for on this proposal ~~but exact particulars from the firms are awaited~~ As regards roads, extracts from a petition recently received were sent to PWD for necessary action

LF

(Dealt with separately)

3. As the estimates so far received do not cover all the requests the petition may be forwarded to the PPO for remarks A draft order is submitted

may be required &

LAD and Home ~~See Dept. some~~

Se take relevant extracts & return the file

61238 for the use of the Govt

61238

Home

6/12

PWD No. 5710 dt 28

- 7-12-38

LAD

Home

PWD?

96758

L.A. Dept

Copies of the petitions in the G.O. have been received in this Dept and the portions relating to this Dept. will be examined separately.

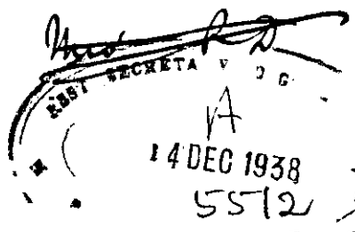
may be passed on to Home.

Ign
8/12.

Home

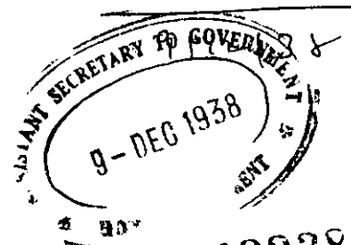
8/12/38

8/12



Home Dept.

Please see the requests of the petitioners listed in pages 1-2 ante. Main Dept. is not directly concerned with any of the requests. The file may be returned to P.W.D. [No action is called for with reference to para. 3 on p. 15 of.]



Home 42238 B-1

14/12/38 JB

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O.K.

Pwr(Roads)

Kay vsne

Re
157258 Pt
15/12

Encl no 5110 Pt 38. 2 Pt 157258 pl6 Cf
to PPO

Cno 269A From Re P.P.O no 2180 gl/38. 3 Pt 12.1.39. pp. 17 19 cf

Please see Re remarks of Re P.P.O on the claims of Re several petitions at pp 17-19 cf. The estimate for Re immediate and necessary improvements to Re Port of Malpe has been sanctioned. Re file regarding Re estimate for improvements to Re Port of Hangarkatta was circulated to (H&M(P.W)) on 11.1.39. As regards Re estimates for improvements to Re Ports of Mangalore and Gangolli a reference has been made to Re P.P.O and his reply — awaited

So no cl Pwr(Roads) Pt
part copy sent to the Secretariat
with

Re P.P.O reports Rat Re other improvements asked for in Re several petitions to Re ports in Re South Kanara Dist are under present conditions prohibitive and Rat Re revenue expected from Re several ports do not justify Re huge expenditure on Rem development. As Re estimates for ~~immediate~~ improvements now considered necessary for Re several ports in Re Dist, have either been sanctioned or pp 18-19 cf

57/25/11 : or are under consideration, no action seems necessary on the petitions. These papers may be recorded after perusal by HM(P.W).

WS
21.1.39

23.1.39

24/1

HM(PW) 24

SoS No 183 d. 25-1-39.

Ports. South Kanara Dist
Subj. Petitions. Recorded.

Recorded